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THE THIRTY-FIFTH ANNUAL ISSUE, which will be found, as hitherto, more full and complete than its predecessors. It contains the names of the residents of the ports and cities of the Far East, from the North to the South, in alphabetical order. Not only is the Directory as full and complete in each case as it can be made, but each of the sections is arranged in a systematic and logical order, so that the user can find the information he requires in the shortest possible time. The Directory is a valuable work for all who are interested in the Far East, and is a must for every library.

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HONGKONG, 5th JANUARY, 1897.

NOTICE TO CORRESPONDENTS.

Communications relating to the contents of this paper should be addressed to the Editor, at the Hongkong Dispensary, 5th January, 1897.

THE HONGKONG DISPENSARY.

HONGKONG, 5th JANUARY, 1897.

The Daily Press.

HONGKONG, FEBRUARY 5th, 1897.

THE CENSUS TAKEN ON THE 20th JANUARY.

shows that the population has not been growing quite so rapidly as was supposed.

In the Registrar-General's returns of births and deaths for the quarter ended the 31st December last the estimated population was given as follows:—British and Foreign community, 10,962; Chinese, 249,319; whole population, 260,281. These figures were based on the assumption that the increase was proceeding at the same rate as in 1896.

The expectation was that the estimate would be found to be rather than under the mark, but the recent census gives a total population of 236,332, exclusive of the military and naval establishments, for which we have no figures, and nearly 10,000 below the estimate.

By the census of 1891 the population was shown to be 221,441, so that the annual increase since has been 14,891, or, against 3,277 per cent. during the decade 1881-91, 2,887 in 1896-91, and 3,345 in 1897-91. This falling off in the annual percentage of increase is not a little to be regretted, but possibly the Registrar-General when he publishes his detailed report may give some explanation to offer that will show it to be less serious than at first view appears. He may be able to give some idea, for instance, as to the extent to which the enumerations on which they were held. In 1891 particular pains were taken to secure, if not exactly a bumper census, at least one that would not show the population below its normal strength, and the date originally fixed, 8th July, was changed to the 20th May, in order to allow of the return of the Chinese who had gone to work at that time of year to the mainland to worship at the tombs of their ancestors. This year the census was taken on the 20th January, or a fortnight before the Chinese New Year, when probably the Chinese had already left to spend the festival at their native places. Still, after making all allowances, the census must be classed as a disappointing one, so far as regards the population. The British and Foreign community, however, shows a large increase, the figures (exclusive of army, navy, and mercantile marine) being 7,529 in 1896 against 6,862 in 1891, or an increase of nearly 10 per cent., and in 1897 the percentage of females to males was 100 to 97, as against 100 to 95 in 1891. The percentage of females to males was 100 to 97, as against 100 to 95 in 1891. The percentage of females to males was 100 to 97, as against 100 to 95 in 1891.

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it is discouraging to find that this increase, small as it was, has not been maintained, for an extreme disproportion between the sexes is a disinclination to the community, both hygienically and morally. The smallness in the increase of the total population, and especially of the female population, is no doubt to be attributed to the plague and the drastic measures taken to combat it, and prevent its recurrence, for the prohibition of overcrowding and the cost of the sanitary improvement of houses have necessarily increased the cost of living. When the detailed returns of the census are published we may possibly be able to trace more clearly the effect of the altered conditions on the different classes of the population.

Our feature in the Census also which has attracted considerable remark is the action of Miss Jacon in looking over her mistress's waste paper basket and abstracting the fragments of certain letters that had been torn up. The *N. O. Daily News*, in referring to her arrest three weeks ago, made the following remark:—"Public opinion has already severely condemned Miss Jacon for her treachery in abstracting the pieces of her mistress's letters from the waste paper basket and sewing them together so that they were used as evidence against 'Mrs. CARNEW.' Speaking generally the surreptitious reading of other people's letters is despicable, but this, like every other rule, has its exceptions. There is nothing despicable in a professional detective's severely reading letters that he thinks may assist him in securing evidence, because that is part of his ordinary business; and cases may arise, in which private individuals may think themselves justified in setting the part of a detective. Would any plain upright business man in Hongkong have a moment's hesitation in looking over the contents of a waste paper basket if he had reason to suppose that he would thereby secure evidence of an embezzlement of his firm's money or property? A woman might conceivably think that the discovery of a wife's disloyalty afforded equal justification. To most conventional opinion on the subject Miss Jacon herself seems to have thought it necessary to invent an excuse for her conduct by saying that she was looking for letters of her own, that she believed had been thrown into the basket, but it seems more reasonable to suppose that the object of her search was something in the nature of what she actually found. She seems to have taken the measure of her mistress as a dangerous woman engaged in wicked intrigues, and to have set herself to discover her tracks. In this she may not have been inspired by a high sense of duty so much as by mere feminine curiosity, but if her conduct cannot be actively commended neither on the other hand does it deserve to be condemned as treachery, for guilty secrets are not entitled to respect. If an action is to be judged by its results then Miss Jacon's action is certainly not to be commended, for without the evidence of the murder that was afterwards committed would have been weaker and, indeed, the crime might have altogether escaped discovery by the law. No right thinking person would like to have to do what Miss Jacon did and pick out other people's letters in a waste paper basket, but any one placed in similar circumstances might have some difficulty in deciding what was the right course to pursue. It is impossible to say exactly what the state of Miss Jacon's mind may have been, but if she is to be tried at the bar of public opinion she is entitled to the benefit of the doubt and therefore to an acquittal. And even if her action in looking in the waste paper basket be condemned it must on the other hand be recorded in her favour that she tried to save the murdered man's life. It was information given by her, through her friend Miss CHRISTOPHER, that led Dr. WHEELER to decide that the dying man should be removed from his own house, where he was being poisoned. Miss Jacon was placed in a very difficult and trying position, and taking her conduct as a whole she seems more entitled to public sympathy than condemnation. Of Mr. LOWRY's conduct in instituting a prosecution against her for murder we prefer to say nothing until we know the course he now intends to adopt.

Mr. DICKINSON's conduct in regard to Mrs. CARNEW and the evidence he gave against her at the trial have also been the subject of much remark. In Divorce Court proceedings perjury seems to be looked upon by judges and lawyers as a more venial offence than it is in other courts, so much so indeed that when a lady's good name is at stake it is almost considered a gentlemanly thing for a male witness to be on occasion required. Even assuming, rather a large assumption, that that view might in some circumstances be defensible, it would not apply in a criminal trial, and more especially such a trial as that which concluded at Yokohama. Mr. DICKINSON therefore had no option, either in honour or in law, but to make a full and complete disclosure, which he accordingly did, his conduct in that respect being quite unimpeachable. As to the love intrigue itself, there was probably very little love about it either on the one side or the other. Mrs. CARNEW's mind had, as we believe, become unhinged and she was possessed by an insane thirst for mystery and intrigue. In Mr. DICKINSON's found a convenient playmate in her game of make believe, but the love of the man himself she probably thought little of the paper on which she wrote her Amie Lake letters. Mr. DICKINSON on his part, ignorant of the lady's infirmity, no doubt felt his vanity highly flattered by what he believed to be the genuine partiality of a clever and attractive woman, but his letters do not convey the impression that his heart was deeply engaged, and in his evidence he says that when he noticed her to seek a divorce he had no idea of marrying her. Mr. DICKINSON's found a convenient playmate in her game of make believe, but the love of the man himself she probably thought little of the paper on which she wrote her Amie Lake letters. Mr. DICKINSON on his part, ignorant of the lady's infirmity, no doubt felt his vanity highly flattered by what he believed to be the genuine partiality of a clever and attractive woman, but his letters do not convey the impression that his heart was deeply engaged, and in his evidence he says that when he noticed her to seek a divorce he had no idea of marrying her.

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Mr. DICKINSON's conduct in regard to Mrs. CARNEW and the evidence he gave against her at the trial have also been the subject of much remark. In Divorce Court proceedings perjury seems to be looked upon by judges and lawyers as a more venial offence than it is in other courts, so much so indeed that when a lady's good name is at stake it is almost considered a gentlemanly thing for a male witness to be on occasion required. Even assuming, rather a large assumption, that that view might in some circumstances be defensible, it would not apply in a criminal trial, and more especially such a trial as that which concluded at Yokohama. Mr. DICKINSON therefore had no option, either in honour or in law, but to make a full and complete disclosure, which he accordingly did, his conduct in that respect being quite unimpeachable. As to the love intrigue itself, there was probably very little love about it either on the one side or the other. Mrs. CARNEW's mind had, as we believe, become unhinged and she was possessed by an insane thirst for mystery and intrigue. In Mr. DICKINSON's found a convenient playmate in her game of make believe, but the love of the man himself she probably thought little of the paper on which she wrote her Amie Lake letters. Mr. DICKINSON on his part, ignorant of the lady's infirmity, no doubt felt his vanity highly flattered by what he believed to be the genuine partiality of a clever and attractive woman, but his letters do not convey the impression that his heart was deeply engaged, and in his evidence he says that when he noticed her to seek a divorce he had no idea of marrying her.

There are several other points in the case which have attracted considerable remark, but we must leave them to the lawyers to discuss. The case is a most interesting one, and we shall be glad to hear of its progress in the future.

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letters despatched from Hongkong on December.

THE GERMAN MAIL.

The N. D. L. steamer *Preussen*, carrying German mails with dates from Berlin of 11th ultimo, left Colombo on the 1st inst., and may be expected here on or about Friday the 12th instant.

THE AMERICAN MAIL.

The U. S. S. *Albatross*, U. S. Fish Commission, will leave Honolulu for the Hawaiian Islands, to arrive at Yokohama on Friday, the 5th inst., daylight may be expected here on or about Saturday the 13th inst.

The P. M. steamer *Gaetic*, with mail, &c., left San Francisco for this port via Honolulu & Yokohama, Sunday, 3d. Kobe, Nagasaki, & Shanghai, on the 23d ult.

The P. M. steamer *Peru*, with the American mail of the 7th ult., left Yokohama, on Sunday the 9th inst., at daylight and may be expected here on or about the 13th inst.

The P. M. steamer *City of Rio de Janeiro*, with mail, &c., left San Francisco for this port via Honolulu & Yokohama, on the 23d ult.

The P. M. steamer *Yokohama*, with mail, &c., left Yokohama, on the 23d ult.

The C. F. steamer *Empress of Japan*, from Vancouver, B. C., via Hongkong, will reach Yokohama on the afternoon of the 1st inst.

IMBROUGHT STEAMERS.

The steamer *Chidra*, from Yokohama, will reach the Straits, left Singapore, at this port, on Saturday, the 30th ult., at 5 p. m.

The steamer *Manila*, from Tacoma, has arrived here on the 29th inst.

The steamer *Northwestern*, from Portland, has arrived here on the 29th inst.

Uregoa, Co. Jkt. Nagasaki for this port on the 1st inst.

The P. steamer *Brachar* has arrived Yokohama and left on the 31st ultimo. Houkoku via ports of call.

The C. M. steamer *Pinguey* from Oling and the C. M. steamer *Wang* for this port on the 30th ultimo and may be expected here or about the 6th inst.

The Rickmers' steamer *Rita*—Rickmers from Melbourne, Antwerp, and Hamburg; to Saigon on the 23rd inst. and may be expected here on or about the 6th inst.

The C. M. S. S. Co.'s steamer *Antelope*, from London, will be expected at the Canal on the 19th ultimo, and may be considered at Singapore on or about the 6th inst.

The C. M. steamer *Doherty*, from Glasgow via Liverpool, is expected at the Canal on the 19th inst., and may be considered at Singapore on or about the 13th inst.

The N. Y. K. steamer *Hiroshima* from Kobe

The P. & O. steamer *Hydrades* left Bombay for this port on the 31st ultimo.

The N. S. steamer *Tacoma* left Tacoma on the 30th ultimo for this port via Japan.

The *Yokohama* left Seattle for Seattle by Kake on the afternoon of the 2nd inst. and expected here on the 7th inst.

PAKISTHIAN CANAL.

CUTAWARD—31st Jan.—*Antenor*, *Ovi*, *Sikh*, 8. Jan.—*Benares* *Jays*, *Templar*, 15th Jan. *Broomfield*, *Tezuka*, 19th Jan.—*Dardanelles* *Yokohama*, 22nd Jan.—*Yokohama*, 23rd Jan. *Canada*, 28th January—*Agave*, *Neelbura*, *Colony*, *Delio*, *Kickern*, *Namunah*, 28th Jan.—*Malapenna*, *Ocean*, *Keeling*, *St. Andrews*, 2nd February *Agave*, *Brass*, *Siam*, *Cyrus*, *Dordogne*, *Glencoe*.

HOMEWARD—29th January—*Baryes*, *Heet*, 2nd February—*Yanara*, *Cayenne*.

POST-OFFICE NOTICES.

The Postal Guide for 1896, revised to date will be found in the *Chronicle and Directory* p. 113. This is the only authorised complete Directory Postal information published at Kueikong.

PEAK DELIVERY closes at Post Office 11:30 a.m. and 5 p.m. in at Ketter. Boxes in the City by 12 and 6 o'clock trains. Letters Express at Peak will be cleared at 1:30 and 4 p.m.

A MAIL WILL CLOSE.

For Singapore—Per morning, to-day, 5th instant, at 11:30 a.m.

For Yokohama and Hio-go—For *Kawachi* to-day, the 5th instant, at 4:30 p.m.

For Hoihow and Pakhoi—For *Triump*

For Anoy and Tamaai. — *Per Haihong*, to-morrow, the 6th instant, at 11.30 A.M.
 For Singapore. — *Per Myrland*, to-morrow the 6th instant, at 4.30 P.M.
 For Singapore. — *Per Santa*, to-morrow 6th inst, at 4.30 P.M.
 For Manila. — *Per Yuensang*, to-morrow, 6th instant, at 4.30 P.M.
 For Hongkong and Poonchow. — *Per Hui-tai*, to-morrow, the 6th instant, at 5.00 P.M.
 For Haiooi and Hsi-poon. — *Per Mathili*, to-morrow, the 6th inst, at 5.00 P.M.
 For Shanghai. — *Per Kookan*, on Tuesday B.C. and Tacoma. — *Per Brasmar*, on Tuesday the 9th inst., at 11.30 A.M.
 For Kidet and Sandakan. — *Per Denakoon* on Tuesday, the 9th instant, at 5.30 P.M.
 For Port Darwin. — *Per Darnley*, on Tuesday, on Friday the 12th inst., at 11.50 A.M.
 For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne. — *Per Kiangto*, on Monday, the 13th inst., at 2.30 P.M.

MAILS BY THE BRITISH PACKET
The British Contract Packet *Miraflores* will no longer be despatched on **THURSDAY**, the 11th inst., with Mails for the United Kingdom, Europe, and countries beyond, *via* *Bratislav*; to the Straits Settlements, Netherlands East India, Borneo, Ceylon, Aden, Egypt, Malta, and Gibraltar.
8.00 A.M.—Posting of Prices Current and Circulars cease.
10.00 A.M.—Registry closes.
10.30 A.M.—Posting of newspapers, books, and parcels closes.
11.00 A.M.—Mail closes.
LATE LETTERS may be posted (from 11 A.M.) with 10 cents *late fee*, up to 11.30 A.M. after which hour they may be sent on board with the same late fee.

KANARUA OF JAPAN

A NEW TOILET WATER.
Prepared by RIGAUD & Co.
PERFUMES BY APPOINTMENT TO THE ROYAL
FAMILIES OF SPAIN, HOLLAND,
AND GREECE.
8, RUE VIVIANTE, PARIS.

A purely vegetable toilet water, which possesses a most extraordinary property, makes the skin white, soft, and velvety, imparting to it a fragrant perfume; it is a sure remedy against freckles or pimples.

It fortifies the delicate parts of the body, is especially recommended to ladies for intimate toilet cares.

It is sold everywhere throughout the world.

BEWARE OF IMITATIONS.
And take only "RIGAUD'S KANANG."
NOT RESPONSIBLE FOR DEBTS
Neither the CAPTAINS, the AGENTS, nor
OWNERS will be RESPONSIBLE for a
DEBT contracted by the Officers or the Crew
of the following Vessels during their stay
in the Colony:
AIRLIE British str., Ellis—Gibb, Living-
ing & Co.
ATMORP, British str., Watson—Shaw
& Co.
AROT, Ger. str., Wall—Ord.
JACOB CHRISTENSEN, Norw. str., Hansen
& Co.
SUNBLA, Brit. M., Robinson—Shaw, &
& Co.

This image is a high-contrast, black and white scan of a textured surface. The majority of the frame is filled with a dense, grainy pattern of light and dark pixels, resembling a wall or a large sheet of paper. In the lower-left corner, there is a dark, irregular shape that appears to be a shadow or a piece of tape. The overall image is very noisy and has a high level of contrast.

NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamers

"NESTOR"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriters, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 1st February.

Goods undelivered after the 8th February will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 9th February.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th January, 1897. [317]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE Steamship

"KRIEMHILD"

Captain F. Jager, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Underwriter, and to take immediate delivery of their goods from the Godowns.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-day.

Any Cargo impeding the discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst. at 5 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents.

Hongkong, 2nd February, 1897. [340]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"BISAGNO"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Vaucluse, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the undersigned before Noon on the 4th February, or they will not be recognized.

No Fire Insurance has been effected, and any goods remaining in the Godowns after the 4th February will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents.

Hongkong, 29th January, 1897. [6]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PATROCLOS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Underwriters, in both cases it will be at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 5th inst.

Goods undelivered after the 12th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 13th inst.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd February, 1897. [346]

STEAMSHIP "OCEANIAN"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE

CONSIGNEES of Cargo from London or S.S. Orizaba, from Havre or S.S. Orizaba, in connection with above Steamer, are hereby informed that their Goods, with the exception of Optics, Jewellery, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing has been effected.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 2 P.M. To-day, the 31st inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining undelivered after Saturday, the 6th Feb., at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before Saturday, the 6th Feb., or they will not be recognized.

All Damaged Packages will be examined on Saturday, the 6th Feb., at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st January, 1897. [2]

"GLEN LINE OF STEAM PACKETS."

FROM LONDON AND STRAITS.

THE Steamship

"GLENARNEY"

having arrived from above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Goods remaining undelivered after the 7th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 5 P.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 1st February, 1897. [339]

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship

"KRIEMHILD"

Captain Bloemendal will be despatched for the above ports To-day, the 5th inst. at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 3rd February, 1897. [341]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG"

Captain Davis, will be despatched for the above ports To-morrow, the 6th inst. at Noon.

For Freight or Passage, apply to DOUGLAS LAIDLAK & CO., General Managers.

Hongkong, 3rd February, 1897. [344]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSHI"

Captain Somerville, will be despatched as above To-morrow, the 6th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th February, 1897. [349]

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"YUENSANG"

Captain W. Waddell, will be despatched as above To-morrow, the 6th inst. at 5 P.M.

This Steamer has superior accommodation for First Class Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd February, 1897. [345]

FOR SINGAPORE, MARSHALLS, HAVRE, AND HAMBURG.

THE Steamship

"SENPA"

Captain Voss, will be despatched for the above ports To-morrow, the 6th February, at 5 P.M.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 26th January, 1897. [286]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MYRANION"

Captain Gardner, will be despatched as above on SUNDAY, the 7th inst. at DAYLIGHT.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th February, 1897. [2924]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOCHOW.

THE Company's Steamship

"HAIKAI"

Captain Beach, will be despatched for the above ports on SUNDAY, the 7th inst. at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LAIDLAK & CO., General Managers.

Hongkong, 3rd February, 1897. [343]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.

THE Company's Steamship

"DEUCALION"

Captain R. Dransh, will be despatched on TUESDAY, the 9th inst. at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th February, 1897. [318]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, OCEANIA, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MIRZAPUR"

Captain J. F. Jephson, carrying Her Majesty's Mails, will be despatched from this for Bombay, on THURSDAY, the 11th FEBRUARY, at Noon, taking Passengers and Cargo for the above ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to London; and other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. RITCHIE, Superintendent.

Hongkong, 20th January, 1897. [1]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

PERU (via Shanghai), Nagasaki, Kobe, Inland Sea, and Honolulu), SATURDAY, Feb. 13, 1897, at Noon.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, and Honolulu), TUESDAY, May 2, 1897, at Noon.

CITY OF PERU (via Shanghai, Nagasaki, Kobe, Inland Sea, and Honolulu), TUESDAY, Mar. 23, 1897, at Noon.

"GLEN LINE OF STEAM PACKETS."

FROM LONDON AND STRAITS.

THE Steamship

"GLENARNEY"

having arrived from above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing has been effected.

Optional cargo will be forwarded unless notice to the contrary be given before Noon To-day.

Goods remaining undelivered after the 7th inst. will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all claims for damages and/or shortages not later than the 14th inst., otherwise they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 5 P.M.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., Agents.

Hongkong, 1st February, 1897. [339]

VESSELS ON THE BERTH

FOR YOKOHAMA AND KOBE.

THE Steamship

"KRIEMHILD"

Captain Bloemendal will be despatched for the above ports To-day, the 5th inst. at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 3rd February, 1897. [341]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR AMOY AND TAMSUI.

THE Company's Steamship

"HAILONG"

Captain Davis, will be despatched for the above ports To-morrow, the 6th inst. at Noon.

For Freight or Passage, apply to DOUGLAS LAIDLAK & CO., General Managers.

Hongkong, 3rd February, 1897. [344]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"KANSHI"

Captain Somerville, will be despatched as above To-morrow, the 6th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 4th February, 1897. [349]

VESSELS ADVERTISED AS LOADING.

VESSELS ON THE BERTH

VESSELS ON THE BERTH

VESSELS ON THE BERTH

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